

CHINA

THE



MAIL.

PUBLISHED EVERY EVENING, AND WITH WHICH IS INCORPORATED THE "HONGKONG EVENING MAIL AND SHIPPING LIST."

VOL. XXV. No. 1747.

沈一月正年九十六百八千一英 HONGKONG, MONDAY, 11TH JANUARY, 1869.

日九月一十年辰戌同 PRICE, \$24 PER ANNUM.

corrections of

NOTE

chart.—EC, on Pedder's side.

Intended Dispatch.

put back

AGENTS FOR THE CHINA MAIL.

LONDON.—F. ALGAR, 11, Clement's Lane, Lombard Street, George Street, 30, Cornhill, Gordon & Gotch, 121, Holborn Hill, E.C., BATES HENDY & Co., 4, Old Jewry, E.C.

AUSTRALIA, TASMANIA, AND NEW ZEALAND.—Gordon & Gotch, Melbourne and Sydney.

SAN FRANCISCO AND AMERICAN PORTS generally.—WHITE & BAUER, San Francisco.

CHINA.—Hawkins, Brown & Co., Amoy, Foochow, Ningpo, and Macao; J. & C. Kellner & Co., Macao.

TOKIO.—T. & J. Williams, Tokio.

ARRIVALS.

Jan. 9, United Service, British steamer, 777, Gains, Shanghai, January 6, General BORNEO Co. LIMITED.

Jan. 10, *Patino*, H. C. M. steamer, 1200, Bonh, Manila, January 6, Mail.—Spanish Consul.Jan. 10, *Mary Ann Wilson*, British ship, 144, Nitson, Shanghai, Jan. 6, Ballast—Order.

Departures.

Jan. 10, *Lofo*, for Bangkok.10, *Ar-en-Ciel*, for Saigon.10, *Katarina Maria*, for Yokohama.10, *Ingeborg*, for Whampoa.

Passengers.

Akiyao, Per *Patino*, Sir Jaymo y Nomple.

Hawkins, Brown & Co.

Hawkins

Shipping.

FOR MELBOURNE & SYDNEY.
The Dutch barque
"ZEPHYR,"
Capt. Oosterom, will have quick
despatch for the above ports.
For Freight, apply to
RUSSELL & Co.
Hongkong, December 23, 1868.

FOR SYDNEY (DIRECT).
The British barque
"MELBOURNE,"
Captain KIRKED, will have quick
despatch as above.
For Freight or Passage, apply to
JOHN BURD & Co.
Hongkong, December 9, 1868.

FOR SAN FRANCISCO.
The N. German barque
"ALBATROSS,"
Capt. OUKEN, will have quick
despatch as above.
For Freight, apply to
AUGUSTINE HEARD & Co.
Hongkong, December 15, 1868.

FOR SAN FRANCISCO.
To follow the "Marie,"
The British ship
"GOLDEN HORN,"
Captain Rios, will have early
despatch for the above port.
For Freight, apply to
RUSSELL & Co.
Hongkong, December 2, 1868.

Notices to Consignees.

F. M. S. Co., Str. "CHINA," from
SAN FRANCISCO.

CONSIGNEES of Cargo by the above
named Vessel are requested to send in
their Bills of Lading to the Undersigned
for countersignature, and to take immediate
delivery of their Goods.

Cargo impeding the discharge of the
vessel will be landed and stored at Consignees'
risk and expense.

GRO. F. BOWMAN,
Agent.
Hongkong, January 8, 1868.

The following cases have been landed
and stored at the risk and expense of
the Consignees, who are requested to take
immediate delivery.

Ex. "Hoopy," 31st October, 1868.
VO 827, 1 case Arms.
Ex. "Tiger," 6th January, 1869.

P 850, 1 case Books.
MC 23, 1 case Watches.
Ex. 4 cases Revolvers.
LO 55 bis, 2 cases Shell Scroves.
LO 67, 2 cases Pistols.
Esposito d'Aquino, 1 case Papers.
HO & C 361/70, 10 cases Opium.

C. BRERETAND,
Principal Agent.
Hongkong, January 6, 1869.

CONSIGNEES of Cotton per S. S. "Ca-
marine Apia," are hereby informed
that the same will be landed and stored in
our Godown E. Marine Lot 63, at ship's
expense but shippers' risk, and delivery
may be had at any time prior to the 16th
inst., after which date Godown rent will be
charged.

GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, January 5, 1869.

"BANDA," FROM LIVERPOOL.
The above named Vessel having arrived
in Harbour, Consignee of Cargo by her
are requested to send in their Bills of
Lading to the Undersigned for countersignature
and take immediate delivery of their Goods.

Cargo impeding the discharge of the
Vessel will be landed and stored at Consignees'
risk and expense.

HOLLIDAY, WISE & Co.
Hongkong, January 2, 1869.

NOTICE.
THE Interest and Responsibility of Mr.
FREDERICK PEDDER in our Firm
ceases from this date.

H. D. BROWN & Co.
Amoy, December 31, 1868.

M. R. FRANCIS CHONLEY is a Partner in
our Firm, which from this date will
be conducted under the Name of BROWN
& Co.

H. D. BROWN & Co.,
Amoy, January 1, 1869.

NOTICE.
WE have this day established ourselves
at this Port as MERCHANTS AND
COMMISSION AGENTS under the firm of
KRUMMENACHER & Co.

J. KRUMMENACHER,
R. RADECKER,
Office—No. 12, Stanley Street,
Hongkong, January 1, 1869.

THE interest and responsibility of Mr.
ABRAHAM DAVID EZEKIEL, in our
firm in CHINA, ceased on the 1st Decem-
ber last, and Mr. CHARLES ELIAS SASSOON
has been admitted a partner therein from
this date.

E. D. SASSOON & Co.
Hongkong, January 1, 1869.

NOTICE.
M. R. O. CHARETT from our Firm,
and Mr. J. MURRAY FORBES and
Mr. E. D. BASSOON are admitted Partners
from this date.

RUSSELL & Co.
China, January 1, 1869.

THE interest and responsibility of Mr.
GEORGE WILHELM SCHWEMMANN and of
Mr. RUDOLPH HEINZEN in our firm ceased
on the 1st December 1867, and 31st Decem-
ber 1868 respectively.

Mr. KERDINAND NISSEN and Mr. HEIN-
RICH HOPFERS have this day been admitted
partners in our firm at Hongkong and in
China, which now consists of Mr. GEORG
THEODOR SIEMSEN, Mr. WOLFGANG NISSEN,
Mr. ADOLPH JOOST, Mr. FERNAND
NISSEN, and Mr. HEINRICH HOPFERS.

SIEMSEN & Co.
Hongkong, January 1, 1869.

Notices of Firms.

NOTICE.
WE have authorized Mr. CLAU BUDDE
to sign our Firm from this date.
DREYER & Co.
Hongkong, January 1, 1868.

NOTICE.
THE Interest and Responsibility of Mr.
WILLIAM NEILSON in our Firm ceased
on the 30th June last.
Mr. THOMAS PIM, Mr. WILLIAM NISBET
OLMSTED and Mr. H. SEYMOUR GEARY are
authorized to sign our Firm in Hongkong
and China from this date.

OLYPHANT & Co.
Hongkong, October 6, 1868.

NOTICE.
HAVE this day established myself as a
PUBLIC ACCOUNTANT, AVERAGE AD-
JUSTER and GENERAL COMMISSION AGENT.
C. LANGDON DAVIES.
Hongkong, July 1, 1868.

NOTICE.
FROM and after this date Mr. GEORGE F.
BOWMAN will act as AGENT of the
Pacific Mail Steam-ship Company at this
Port.

S. L. PHELPS,
Agent.
Hongkong, August 15, 1868.

NOTICE.
M. R. HENRY LISTON DALRYMPLE
is authorized to sign our Firm per
procuration, at Foochow from this date.
BIRLEY & Co.
Hongkong, June 3, 1868.

NOTICE.
I HAVE established myself at this port as
General Commission Merchant, under
the style and firm of GIFFORD F. PARKER
& Co.

CHIFORD FORBES PARKER.
Saigon, December 20, 1867.

HAVE this day authorized Mr. C.
LANGDON DAVIES to sign my name per
procuration to all orders for goods supplied
to the Hongkong Hotel, and I alone am
liable to pay for goods supplied upon such
orders.

I have further authorized Mr. Davies to collect
all debts due to me on Hotel account,
for which his receipt will be a sufficient
discharge.

LEO AFOONG.
Hongkong, December 1, 1868.

NOTICE.
M. R. C. J. H. SCHRODER, is authorized to
sign our Firm per procuration, from
this date.

BOCHW. N. BECK & THIEL.
Saigon, November 14, 1868.

For Sale.

JUST LANDED AND FOR SALE,
SMALL Invoice of superior Calcutta
CHUN'NIES, comprising—

Mango Nobly, Mango Sliced, Luck-
now, Bengal Club, Cashmere, Bombay, In-
dian Mango Nawab.

A few dozen of CURRY POWDER.

J. M. ARMSTRONG,
Auctioneer and General Commission
Agent.

Commercial Bank Buildings,
Queen's Road,
Hongkong, January 6, 1869.

FOR SALE.
A Handsome PIANO, by ZETTER & Co.,
London.

J. M. ARMSTRONG,
Auctioneer and General Commission
Agent.

Commercial Bank Buildings,

Queen's Road,
Hongkong, January 6, 1869.

FOR SALE.
BASS'S BEER, quarts and pints.

Alcock's BEER.

Champagne ALE.

Bridge's POETER.

Pale India STOUT.

French PATTIES.

IMPERIAL PLUMS.

TOBACCO and CIGARS.

SHERRY—PORT—CHAMPAGNE.

Yellow SOAP.

Toile SETS.

TURPENTINE—Paint OIL—CANVAS

&c., &c.

A small portable PUMP, with HOSE

complete.

J. M. ARMSTRONG,
Auctioneer and General Commission
Agent.

Commercial Bank Buildings,

Queen's Road,
Hongkong, January 6, 1869.

FOR SALE.
STOVES—STOVES—STOVES.

Apply to L. FRICKEL & Co.

Hongkong, January 2, 1869.

EXCURSION TO SAN CHOAN
AND BACK.

CONSECRATION OF THE CHAPEL
ERECTED OVER THE GRAVE
OF ST. FRANCIS XAVIER.

His ceremony of consecration will take
place on a Sunday in January, to be
named hereafter. Persons desirous of being
present thereto, will be kindly enough to
leave their names with Messrs. DE SOUZA &
CO., Hollywood Road.

It is intended to charter a steamer from
Hongkong for the occasion.

By order of the Committee.

J. DE SOUZA,
Secretary.

Hongkong, December 10, 1868.

NOTICE TO SHAREHOLDERS.

SHAREHOLDERS in the above Com-
pany are requested to furnish the Un-
dersigned with a list of Premium contributed
by them up to the 31st October last, to
afford the distribution of the 25 per cent.
Profit reserved for the Contributors to the
Company.

AUGUSTINE HEARD & Co.,
General Agents,
Hongkong, January 1, 1869.

NOTICE TO SHAREHOLDERS.

SHAREHOLDERS in the above Com-
pany are requested to furnish the Un-
dersigned with a list of Premium contributed
by them up to the 31st October last, to
afford the distribution of the 25 per cent.
Profit reserved for the Contributors to the
Company.

AUGUSTINE HEARD & Co.,
General Agents,
Hongkong, January 2, 1869.

Insurances.

THE HONGKONG FIRE INSURANCE
COMPANY, LIMITED.

CAPITAL 2,000,000 DOLLARS,
in 2,000 Shares of 1,000 Dollars each.

Consulting Committee:—
GEORGE F. HEARD, Esq.
W. M. KAYE, Esq.
R. ROBERT, Esq.
S. D. SASOON, Esq.
F. BUXEY, Esq.
General Managers:—
MESSRS. JARDINE,
MATHESON & Co.

Head Office, No. 39, Queen's Road.

Hongkong, December 23, 1868.

NOTICE.

THE HONGKONG FIRE INSURANCE
COMPANY, which exists by effusion of
time in a few months, having proved a
highly successful undertaking, it has been
determined by a large number of its share-
holders to form a permanent Company,
under the same management and with
increased Capital.

It is proposed to register the Company
under the Limited Liability Ordinance,
and the amount of the Capital having been
fixed at Two Millions of Dollars, it is con-
sidered that Insurers will be amply secured
therby, while at the same time each share-
holder will know the extent of his individual
liability. The capital proposed to be called
up amounts to a large sum, and provision
will be made for the creation of an ample
Reserve Fund, which it is expected, in a
very short time, will accumulate to an
amount practically to give the fullest security
both to Insurers and Insured, irrespec-
tive of the unpaid Capital.

It is intended to anticipate the termina-
tion of the Old Company, by dissolving it
from and after the 31st December next, and
measures are being taken for that purpose.

In anticipating a successful career for the
New Company, it is only necessary to pre-
sent to the public the results of the Old
Company since its establishment in May
1866, as exhibited by the following figures:

The total premium collected
from the 11th May 1866 to
the present time, a period
of only two years and five
months, amount to.....\$304,727.72

The losses which have been
paid within the same period
have amounted to.....\$130,081.22
and include the large sum of
\$85,270 lost by the Fire
at Hongkong in Nov. 1867.

The amount now at the Credit
of the Working Account,
after paying all Expenses
and Re-insurances to date,
exceeds.....\$160,000.00

These figures fully warrant the most
sanguine expectations of success, and it is
but reasonable to expect that, strengthened
with larger Capital, the present undertaking
cannot fail to prove at least as successful
as the former one. The Old Company,
when it entered the field, had to create a
business for itself, but the New one, in
taking over the outstanding risks and con-
nections of the Old Company, will at once
receive a very large amount of premium,
and enter on a profitable and organized
business. Moreover, there is no doubt
that the risk in Hongkong has been
greatly diminished by the Building Regula-
tions now in force, and by the establishment
of a Fire Brigade.

The following are the main features of
the New Company:—
1. A first Call of \$100, to be paid upon
each share on allment, and a further
Call of \$100 to be paid in Six Months;
all further Calls to be determined upon
General Meetings of the shareholders.

2. Interest at 12 per cent per annum to be
paid in the first instance allowed on the paid
up Capital, such Interest to be payable
half-yearly, on 30th June, and 30th Decem-
ber. The profits after deducting the
said Interest to be applied thus:—20 per
cent, pro rata, amongst such of the share-
holders as shall have contributed or in-
fluenced business to the Company, and the
remainder in forming a Reserve Fund of
\$200,000.

3. When such Reserve Fund shall have
been accumulated, the payment of Interest
to cease, and the profits to be ap-
plied thus:—20 per cent to be distributed
as already mentioned amongst the share-
holders who shall have contributed busi-
ness to the Company; 30 per cent to the
augmentation of the Reserve Fund until it
shall reach \$1,000,000, at which figure
it is to be permanently maintained; and<br

MORRIS'S DIRECTORY
for
CHINA, JAPAN, AND THE PHILIPPINES, &c., FOR 1869.

THE above Work is now in the hands of the Bookbinder and will be ready for circulation in a few days. The undersigned therefore respectfully requests that the public will not make their purchases before seeing a copy, as he is confident that for accuracy and completeness it will, by universal consent, be ranked before any other.

JOHN B. MORRIS.

Hongkong, January 11, 1869.

THE CHINA MAIL.

HONGKONG, MONDAY, JAN. 11, 1869.

THE SURVEY OF THE FLORES SEA.

THE numerous hydrographic notifications, which we from time to time publish, are sufficient evidence that the "China Sea Survey" is in energetic and able hands. It is, however, impossible to avoid feeling astonishment that, while the utmost pains are being taken to correctly re-survey the Northern portion of the route from the Spice Islands to China, its Southern division is apparently remaining almost entirely neglected. This is by no fault of Captain Reed, who is even now commencing a route which will terminate in this locality. But it will take him two or three years to accomplish it, while an addition to our limited surveying squadron would enable the work to be immediately proceeded with. We refer more especially to Flores Sea and the Ombay and Gilolo Passages, which of all others in that neighbourhood are perhaps the most familiar to outward-bound navigators. The constant accounts which have reached us, not merely of the imperfect state in which the survey of those localities has been left, but of the actual misdirections which exist on the published charts, seem to call for notice, and we would specially call the attention of the Naval and Hydrographic Authorities to the matter. We have hitherto supposed that many of the complaints made have been based upon errors either in the instruments or calculations of masters of vessels; but upon the present occasion we are fortunate in obtaining an amount of overwhelming corroborative evidence as to the inaccuracy and incompleteness of the existing charts. If we consult those by which navigators are presumed to be guided in their dangerous and difficult passage by the Eastern route to China, the most inexperienced eye is arrested by the numberless cases in which the letters P. D. (signifying "Position Doubtful") make their appearance beneath the name of at least every other rocky island, shoal, bank, reef or headland. There are two charts of which the mariner can avail himself—Imray's of 1864, and the Admiralty Chart corrected to May of the same year. It would of course be as tiresome as useless to specify one tenth of the details, in which these charts become almost worse than useless to those using them. We will content ourselves by pointing out a few to demonstrate the truth of our assertion. If we compare the two charts we shall find that the principal islands are laid down in precisely the same positions in both, thus shewing that if one is not a copy of the other they trace their origin to some common source, and that we believe a French survey in the last century. The bearings of the smaller rocks and islands from the headlands in their neighbourhoods are, in many cases, quite correct; yet this very accuracy but the more clearly points out the error committed in laying down the larger portion of land. Nearly the whole of the islands are six miles out in latitude, while between the well-known islands of Geby and Boero, another island to the South is frequently sighted by outward bound vessels, the smaller islands and rocks are in several cases incorrectly shewn in every particular. To take a single example: in the passage called Dutch Gut or Belling Straits, a group of rocky islands is laid down on the right (Eastern) side of the passage, whereas they lie 3½ miles to the left. The reef or shoal off the island of Lounblen extends from the land about twice the distance shewn in either chart, while instead of being continuous as marked, it has from 6 to 7 fathoms water between it and the shore. We do not multiply instances, for such matters have but little interest to a large majority of our readers. But in the interests of our mercantile marine we desire to draw immediate attention to the necessities of a thorough re-survey. As corroborative evidence of what we assert, we mention the names of the following vessels which have recently passed through these Straits, and by the Captains of whom similar complaints of the inaccuracy of the charts have been made, viz., the *Cissy*, *Helpmeet*, *Sarah*, *Nicholson*, *Brewster*, *Kate Young*, and *Alida*. To Captain Spenser of the *Cissy* we are indebted for drawing our attention to the facts we have mentioned. But further enquiry has convinced us that the matter is one of general complaint.

WE find the following paragraph in the *Hawaiian Gazette* of Nov. 11:—The brig *Chinese Packet*, Capt. Zieglerhert, which sailed from Honolulu for Hongkong on the 22d of June last, with an assorted cargo valued at \$17,000 and \$9,000 in specie, was wrecked on the Philippines islands, and became a total loss. The crew and passengers escaped and landed in safety on the island of Luzon, near Manila. She was almost in the new vessel, not over four years old, and was insured in San Francisco. The greatest part of her cargo was also insured in California Companies. There are no particulars known as to how the disaster occurred, and it is merely supposed that she was disabled and driven ashore in a typhoon.

A SAN FRANCISCO correspondent of the *Hawaiian Gazette* mentions "an assertion by one who is in a position to know, that in less than a year, the P. M. S. S. Co. will be running weekly steamers to Japan and China. It is the opinion of the writer, that the Company will eventually conclude to make Honolulu a mid-ocean coaling depot, although nothing has transpired of late, looking to such action."

TO-DAY'S POLICE.

Both Magistrates sat, and a large number of Monday's cases were disposed of. The drunken list was a very long one, as follows:—

Francis Brandow, French seaman, carried to the Station in a chair, helpless and in full; Peter Asten, Belgian ship *Frederick*, carried to the depositary of the drunken; fined 25 cents.—John Price, seaman in the *Gnat*, drunk and actively refusing to pay his chair; fined 25 cents.—John McDonnell, an unemployed Scotch engineer, drunk and incapable; fined 50 cents.—Thomas Carroll, of the U.S.S. *Piscataqua*, drunk and incapable; fined 50 cents.—John Sinclair, of steamer *American*, ditto; 50 cents of a mutineer—Martin Cunningham, late of H.M.S. *Rattler*, drunk and smearing a chair in a mischievous manner; coolie laid damage at \$2, only five times the real amount, and Mr Goodlack gave him 40 cents, the Inspector's valuation of the damage.—Edward Jelly, marine of *Adventure*, drunk and incapable; fined 50 cents.—Thomas Connor, of the *Piscataqua*, ditto, and ditto fine.—Mahbruke, probably of Abyssinian origin, was drunk and disorderly; fined \$1, or 2 days' imprisonment.

Ones West, seaman of the *Wilhelm*, who was charged with refusal of duty and violent assault upon the mate, was discharged, as no one appeared against him.

Ignacio Beltrao, of Macao, boarding-house keeper; Pedro Beltrao, ballif's assistant; and Joao Rozario, runner; were charged by Captain M'Murdo with having fired several shots into the verandah of his house, Bonham Road. Mr M'Murdo stated that his house was riddled with shot, and he was often annoyed in this way. Defendants admitted the charge, and were fined \$5 each.

John Alcock, one of the men of the *Harrington*, brought with an assault on the 28th, was brought up on remand to-day, and sent to hard labor for one month, with the addition of forfeiting two days' pay.

Charles Church, an unemployed American seaman, was charged with an assault upon a chair-coolie, whose chair he had hired on the 8th, and refused to pay it for ever since. Church said he was drunk, and struck the coolie yesterday because he wanted to arrest him.—Fined \$1.50, or four days' imprisonment.

J. M. V. Figueiredo, broker in Staunton Street, charged a chair-coolie on suspicion of having robbed him last night of a quantity of spoons and a razor. As he had no evidence, however, prisoner was discharged.

John Donald, of the *late Rattler*, was fined \$1 for striking a chair-coolie; prisoner said he did so because the coolie attempted to impose upon his shipmates.

Heunesy West, of the *Piscataqua*, was among the "drunks" but his complaint appears to have shown violent symptoms.

Given in charge by a seaman (who was bleeding) last night about midnight, he was very violent and disturbed the whole neighbourhood for hours. His vocabulary, which he continued to publish in gratis numbers for two hours, contained many words of a choice but rare description; and this literary occupation was varied by the physical exertion necessary to the tearing up of the saloon.

These facts were explained by Inspector Grimes in three words, viz., prisoner was mad; and they were further explained by a fine of \$1.

I am, Sir,
Your Obedt Servt,
RUTHERFORD ALOCOK.

W. H. PEPPER, Esq.,
dec., &c., &c.

(N. C. Herald)

An amusing instance of Chinese criminal law is given by a case tried in the Mixed Court on the 5th. A flogging and three days imprisonment is held sufficient punishment

LOCAL.

CHINA.

The following are the notifications published respecting the opening of the new ports to which we referred a short time since. As will be seen in another column, *Chao Chow* has already opened:—

The annexed copy of a despatch from His Excellency Sir Rutherford Alcock, K. C. B., H. M.'s Envoy Extraordinary, &c., &c., to H. M.'s Consul at Amoy, in reference to opening of additional ports on the sea coast and the establishment of landing places on Yangtze, is published for general information. A copy has been specially communicated to the Shanghai General Chamber of Commerce, and the under-signed availed himself of this opportunity to invite individual opinions on the subject from any member of the mercantile community who may feel desirous of expressing his views, or affording any information or suggestion that may be of service to Her Majesty's Minister. —W. M. MEDBURGER, H. B. M. Consul.

H. B. M. Consulate, Shanghai, 28th December, 1868.

The Princess Alice was confined on the 26th ultimo.

PEKING, December 11th, 1868.

SIR.—In the Memorial to my address from the Merchants at Amoy, forwarded to me last year, there are two paragraphs, one relating to the opening of an additional Port at Wanchoe, and another, of much larger scope, proposing the opening "of all the principal Ports on the Coast, not as subsidiary Treaty Ports, but as subsidiary to the principal."

From various other sources, opinions have been conveyed to me on the part of the Mercantile Communities in China, more or less distinctly deprecating the opening of any more ports on the coast, as likely to be productive of expense incommensurate with any advantage to be anticipated.

The sportsman, who so eagerly went up country during the Christmas holidays, have been sorely disappointed in their anticipations: for the severe weather which has set in has frozen all the creeks, and they are consequently prevented from proceeding on their way or returning. Some have walked from places seventy miles distant.

The proposed establishment of schools for the education of Chinese girls, has given rise to some further correspondence in the daily papers.

Fears are entertained for the safety of the *Barque Amio Amio*. She left Swatow for Shanghai in the early part of November, and was seen by the *Mer* on the 3rd December, endeavouring to get under the lee of that island, to obtain shelter from the strong N. E. gale that was then blowing. Since then nothing has been heard of her, though it is not improbable that she may have put into some port to repair the damage she may have sustained during the gale.

Baron von Richthofen has returned with Mr Seward from Nanking after a geological tour through parts of Tai-hu. His attention was arrested by certain outlying reefs of limestone which hitherto had escaped observation from their similarity to the main limestone beds of the district, answering to the carboniferous limestone of European. Certain fossils especially numerous found in these seem to prove these rocks to be of Tertiary age. This in connection with similar deposits in south Europe in the Himalayas, in Japan and Phillips, and probably also in Formosa, is of considerable interest. It is known that the Tertiary deposits of China cover a considerable area, but hitherto limestone had not been noticed of that age.

(Evening Courier.)

From a paragraph which the N.O. Daily News, for some reason, published in the French language, we learn that Mgr. Mouly, the late R. C. Bishop of Peking, was buried with great pomp on the 19th December, most of the members of the "corps diplomatique" and the clergy, with the successor of the deceased, Mgr. Guerry, at their heads, joining in the procession, together with Chinese converts.

The Dutch brig *Aquarius*, bound from Nagasaki for this port, lost her anchor about Ahio's island. The Mr. China supplied her with anchors on Sunday, the 3rd Inst.

In reference to the report respecting the non-appearance of the usual light at the Light-ship, we have been requested by the Harbour master to publish the following Report, which is important to captains of vessels proceeding to Shanghai:—

TUNGSHA LIGHT-SHIP, January 3rd, 1869.

Since the 23rd Dec. it has been blowing a very severe Gale from the N. N. W. with snow and very hard frost, the sea also being unusually rough, causing the ship to roll and plunge in most dreadful manner.

On the 29th, the frost set in very severe, the broken water freezing as fast as it comes on board until the ship was a complete mass of ice; every thing on deck including our guns being frozen fast, some parts of the deck the ice being a foot thick, making it next to impossible to move about the decks. Our lamp oil had been kept warm at the Galley fire until the usual time of lighting the lamps, at which time they were lighted and burned very well until 8.30 p.m. when some of them suddenly went out, the others also getting dim. We lowered them down and again with oil thick and cold, fed them again with warm oil from the stove, but it thickened as fast as poured in, and we were obliged to give up the attempt. Our Globe lamp at the main star was kept burning by changing it every half hour. Our Fog Bell was also closed from time to time and kept constantly ringing. The flash light was also occasionally shown but the violence of the wind rendered it next to useless; the clear moon light would also prevent it from being seen at any distance.

On the 30th, the light would not burn after 6.30 p.m. We had previously warned all oil, lamps, and lanterns, and used such other means as we could think of, but to no purpose.

From the evening of the 31st until 3 a.m. on the 1st, they were kept burning, but gradually getting dimmer until they finally went out from the same above-mentioned cause. The globe lamp and bell were kept going as before.

Last night they burned from sunset until sunrise this morning. The signals to hoisted to the *Er King* were to report to you that our oil was frozen, but on account of smoke we conclude they did not make it.

Our port riding bell is very badly shaken, and will have to be examined as soon as the weather is sufficiently moderate to remove the chains. Our ebb anchor buoy has disappeared during the late strong weather.

A very graceful act is reported on the part of the Emperor of the French, and one which contrasts most strikingly with the *faux pas* we spoke of yesterday, committed by Ludwig the younger of Bavaria. Ludwig, a German writer and teacher, who had spent many years in Paris, had just been put on the pension list, with an income of 1,800 francs, as "German poet and teacher." Acts of this kind are highly appreciated in Germany. But the Emperor has at all times shown a lively sympathy with German literature and its representatives.

Article IX.—Foreign lighters, tow-boats and passage boats, and all other foreign boats, with the exception of those belonging to vessels of war, will be required on arriving off Yedo to enter by the Channel between the two forts marked with white beacons.

It being considered undesirable that foreigners visiting or residing at Yedo should under present circumstances frequent the quarter comprised within the inner moat of the City, or should proceed into the country around Yedo to the extent of the limits described in Article XI of the Arrangements aforesaid, British subjects are hereby warned that they should avoid entering the quarter named until further notice, and that they should not proceed into the country beyond the limits shown on a map which will be exhibited at H. B. M.'s Vice Consulate at Yedo.

John Frederic Lowder, Esq., at present H. B. M.'s Acting Consul for the Consular District of Osaka and Hiogo, is appointed to act as H. B. M.'s Consul at Niigata, and William Willis, Esq., M. D., H. B. M.'s Vice Consul for the Consular District of Edo and Kanagawa, will for the present be stationed at Yedo. (Signed) HARRY S. PARKER.—H. B. M.'s Envoy Extraordinary and Minister Plenipotentiary in Japan.

H. B. M.'s Legation, Yokohama, December 24th, 1868.

Since the arrival of the Mikado in Yedo, things have been settling down gradually, but the reports of political movements are still so contradictory, that, although good effects are perceptible in several ways, we cannot be quite sure of the exact state of parties. The noble Aizou is in Yedo, at the place of Fushu, treated as such an honourable, high-minded, chivalrous prince ought to be treated. A letter from Hakodadi, recently printed, represented him as having committed *hakuriki*; but we expressed doubts, and happily those doubts are justified. He is neither dead nor in disgrace. His opposition is acknowledged to have been, if not justifiable, at least pardonable, springing as it did from devotion to legitimacy as opposed to usurpation. Such is the admiration felt for the faithfulness and bravery of Aizou, that even Saematsu is powerless to hurt him now. The princes who have been throughout the civil war fighting (perforce) on the southern side, are now at loggerheads among themselves.

On the truth of the statement that the late Tycoon has been summoned to Yedo we are pretty sure. It is against the wish of most of the Daimios that Yoshitaka, or Yashimoku as he is variously called, should be restored to the ancient title and power; and foreigners would also consider this rather a retrograde movement than otherwise.

The hope is, that the new Government may be so settled that the Mikado

will be the one sovereign of the Empire, affairs may be carried on by ministers and some such sort of parliament or congress, and that such able men as the late Tycoon may be among the first ministers of state. It has yet to be arranged to transfer legally all the old powers of the Tycoonate to the Mikado. Although supreme in Japan the Mikado, hitherto, has simply been a kind of high priest whose only functions were to mediate between his country and the gods. He had no resources; all of the revenues of the empire being paid to the Tycoon, who allowed a certain sum, and that a very small one, for the household and retinue of the Mikado. He holds no property; he could make no law; he could order no man to be put to death, or even sanction anything of the kind; he had no army—but the Tycoon was bound to protect him and supply all his wants. Yet the occupant of the title and honours of the first Mikados of Japan—a descent coming through some two thousand years; a boast that no other sovereign in the world can make. And if any one of our distant readers should suppose that Japan has been a mere savage country, the sovereign of which may be placed on a footing with a chief of half-civilised nations, they will alter their opinion, when we tell them; that, in this country, are mercantile firms of a standing that make the Childs, the Hoares, the Barings, and other great European houses who speak of their antiquity, mere creatures of yesterday. There is one banker in Kioto and Osaka, whose house has been in existence upwards of one thousand years, and that in his own family.

Mimboutays, the Brother of the ex-Tycoon, has returned to Japan after his late tour in Europe.

(Japan Times.)

The remains of H. M. S. *Rattler* have been given to the Japanese as a reward for the kindness shown to the crew of that ship. It is said that Captain du Petit Thiebaut of H. I. M. S. *Dupleix* will be offered a C. B. ship for his energy and kindness in relieving the crew of that ill-fated vessel.

Captain Pusie, late of the *Salamis*, has been appointed to the *Icarus*, and left by the *Adventure* for Shanghae on the 29th ult.

Captain Miller, late of the *Meenace*, takes command of the *Salamis*, vice Capt. Pusie.

Lt. Commander Yates, U. S. N., who

took command of the U.S. gunboat *USS* *Wadsworth*, vice Hatfield, who goes home.

Hakodate is in the possession of the pirate Tokugawa squadron. Troops are on the march to re-take it. Yedo is perfectly quiet. Aizou and his son are prisoners there, awaiting the Mikado's sentence and there are no signs of a renewal of the civil war on the mainland. The Southern troops lately engaged are now dismissed and are on their march homeward.

STUDYING YANKEE CHARACTER.—I spent a summer in the Eastern State, for the purpose of studying Yankee character, and picking up such peculiarities of dialect and expression as I could, from constant communication with the "critters" themselves.

In Boston I was thus invited by a countryman to visit the town in which he lived: "What, stranger, can't you come down our way and give us a show?" "Where do you live?" I replied. "Oh, about half-way between there and sunrise." "Oh, yes," said I, adopting at once the style of the countryman, "I know; where the trees grow underground, and gain weight two hundred pounds. Where some of 'em are so fat they gress the cart-wheels with their shadow, and some of 'em are so thin you're obliged to look at 'em twice afore you can see 'em at all." "Well, I guess you've been there," says he, saying which the countryman departed.

To obtain a down from the bosom of a lake, wait till you see the boathaus feather his oar.

The manner in which they weigh a hog in the States, it is

Houses and Lands.

TO LET.
THE Corner HOUSE, No. 22 A, in Gage Street, containing six Rooms with Compradores' Room and Godowns attached. Water and Gas laid on.

For particulars, apply to
H. PESTONJEE SETNA,
At Messrs P. & A. C. CAMAJES
& Co's Office,
Queen's Road,
Hongkong, December 1, 1868.

TO LET.
With Immediate Possession,
TWO Two-Storyed Granite GODDOWNS at
Wanchai, adjoining the Timber Yard
of the Union Dock Company.

Apply to
LANDSTEIN & Co.,
Hongkong, November 28, 1868.

TO LET.
WTH immediate possession, the House
and Offices, No. 4, Gough Street,
lately occupied by Messrs A. WILKINSON &
Co.

Apply to
CHARLES LIVINGSTON & Co.,
Hongkong, October 14, 1868.

TO LET.
A CONVENIENTLY situated HOUSE
in Chancery Lane, Rent moderate.

Apply to
ARNOLD KARBERG & Co.,
Hongkong, October 8, 1868.

TO LET.
THREE spacious GODDOWNS, suitable
for storing dry Goods; also a Fireproof
GODDOWN, capable of containing 1,000
chests of Opium. Situated in the most cen-
tral part of Queen's Road. Apply to

J. F. ROSE, Secretary,
Hongkong Hotel Company, Limited,
Hongkong, August 12, 1868.

TWO HOUSES TO BE LET.
EQUALLY put in thorough Repair, sit-
uated on the RISE of Hill, Westward,
and an easy distance from the
Queen's Road. Apply to

M. BARRINGTON,
Wynham Street,
Hongkong, May 13, 1868.

LIGHTERAGE AND STORAGE.
THE Undersigned will undertake to land
Cotton, Rice, Coals, and other Mer-
chandise, in their own Borts, and to receive
the same on STORAGE in First-class
Godowns, on Moderate Terms.

ROB. S. WALKER & Co.,
Hongkong, March 4, 1868.

NOTICE.

TO LET.
THE desirable PREMISES on the Queen's
Road, lately in the occupation of the
Asia Bank.

For particulars, apply to
SMITH, ARCHER & Co.,
Hongkong, May 18, 1868.

TO LET.
THE BUSINESS PREMISES, formerly
occupied by Messrs ARNOLD, KAR-
BERG & Co., consisting of Dwelling House,
Offices, and spacious Godowns.

Possession to be had on the 1st March.
Apply to

JOHN BURD & Co.,
Hongkong, February 22, 1868.

TO LET.
TWO New and Strong GODDOWNS on
Marine Lot No. 63.

Apply to
GAVIN THOMPSON,
at GIBB, LIVIN STON & Co's,
Hongkong, December 16, 1867.

TO LET.
A HOUSE in Spring Gardens, containing
four Rooms and Out Houses; Rent
\$28 per month.

Apply at the Victoria Foundry,
Hongkong, March 12, 1868.

Intimations.

LOTTERY.
TWO DRAWING-ROOM SELF-ACTING ORGANS.

THE above are very fine Instruments,
and an Ornament to a Drawing-Room.
100 chances at \$5 each. They are on view
on the premises, 58 and 60, Wellington
Street, up to the date of drawing—24th
December, 1868, at 1 o'clock p.m., providing
the lottery be filled up.

First prize, large Organ; second, small
one.

F. DA CUNHA & Co.,
Hongkong, December 7, 1868.

JOHN THOMPSON & Co.,
DISPENSING & ANALYTICAL
CHEMISTS

AND
SODA WATER MANUFACTURERS.

Ship's Medicine Chests supplied
and refitted.

TEETH EXTRACTED.
INTERNATIONAL DISPENSARY,
23, Wellington Street,
Hongkong, May 9, 1868.

GEORGE GLASSE,
(FIVE YEARS MANAGER TO
KINGSFORD & Co., PICCADILLY
LONDON, AND 28, PLACE
VENDOME, PARIS)

ENGLISH AND FOREIGN
CHEMIST

VICTORIA DISPENSARY,
HONGKONG.

SHIPS MEDICINE CHESTS
SUPPLIED & REFITTED.

Hongkong, May 1, 1867.

EASTLACK & WINN,
Surgeon Dentists,
HONGKONG & SHANGHAI.

BROWN, JONES & Co.,
UNDERTAKERS.

MONUMENTS and HEAD-STONES
ERECTED, in the Best Style.
LEAD and METALLIC COFFINS, on
the Shortest Notice.

Apply at
Hollywood Road, Corner of Aberdeen St.,

1868.

NOTICE.

RENTS and Accounts COLLECTED with
punctuality and dispatch.

Adv.

Distrat WARRANTS for Rent 18-
SUED and EXECUTED.

Security if required.

THOS. W. BARRINGTON,
53, Wynham Street,

Hongkong, February 17, 1868.

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CHARLES A. SAINT has on sale
Score Books
FOR RIFLE PRACTICE,
Issued at the WIMBLEDON RIFLE
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CONTAINING:-
LIST OF OFFICE BEARERS, PRESIDENT AND
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Suitable for the waistcoat pocket.

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CHINESE COMMERCIAL
GUIDE.

By S. WELLS WILLIAMS, L.L.D.
Published at the "CHINA MAIL" Office,
Hongkong.
688 pp. DEMY 8vo. WITH APPENDIX.
FIFTH EDITION. 1863.
Price, 5s.
Original Publishing Price, Ten Dollars.

The following is an Abstract of the Contents of this Book:-

CHAP. I.—SEQ. 1 TO 4.
Four Treaties with China.
1.—Treaty with Great Britain.
Chinese Text of the same.
2.—Treaty with the United States.
3.—Treaty with France.
4.—Treaty with Russia.
Supplementary Treaty with Russia
CHAP. II.—SEQ. 1 TO 5.
Articles of Trade with China.
1.—Tariff on Articles of Import.
2.—Tariff on Articles of Export.
3.—Rules respecting Trade and Dues,
Chinese Text of the same.
4.—Description of Articles of Import.
5.—Description of Articles of Export.
CHAP. III.—SEQ. 1 TO 14.
Foreign Commerce with China.
1.—Port of Canton.
2.—Port of Chauhan or Swatow.
3.—Port of Kienghou in Hainan.
4.—Port of Amoy.
5.—Port of Foochow.
6.—Port of Tamshui and Taiwan in Formosa.
7.—Port of Ningpo.
8.—Port of Shanghai.
9.—Ports on the Yangtsze' and Trade in
the Interior.
10.—Port of Tanchou or Chefoo.
11.—Port of Tientsin.
12.—Port of Newhwang or Yangtsze'.
13.—Colony of Hongkong.
14.—Colony of Macao.

CHAP. IV.—SEQ. 1 TO 5.
Foreign Commerce with Japan.

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Japan.
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Nagasaki.
Kanagawa and Hakodadi.
Japanese Coins, Weights and
Measures.
5.—American Compt with Lewchew.

CHAP. V.—SEQ. 1 TO 7.
Moneys, Weights, &c., in China.

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2.—Chinese Numerals.
3.—Chinese Commercial Weights.
4.—Measures of Capacity.
5.—Measures of Length.
6.—Chinese Land Measures.
7.—Chinese Divisions of Time.

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2.—Port of Saigon.
3.—Treaty with Siam, Tariff, &c.,
Siam Moneys, Weights, &c.
4.—Netherlands India.
5.—Philippine Islands.
Sailing Directions for Panay I.

6.—Malayan States—Singapore, &c.

7.—Burmese Moneys, Weights, &c.

8.—Indian Provinces—Bengal, Ma-

dras, Bombay.

9.—Ceylon.

10.—English and French Weights, &c.

11.—United States of America.

CHAP. VII.—SEQ. 1 TO 6.

Tables on Prices, Exchanges, &c.

1.—Comparison of Prices.

2.—Relating to Exchanges.

3.—Relating to Time.

4.—Comparison of Weights.

5.—Measurement of Cargo.

6.—Bullion Operations.

APPENDIX.—Containing Sailing Direc-
tions for the Coast of China, and for the
Japan Islands; also giving the meanings
of Chinese Words occurring in Charts and
Sailing Directions; and also a Table of Po-
sitions of places on the Chinese and Japa-
nese Coasts.

The author in his Preface says:—"The
tables in Chap. VII., for estimating prices,
measurement of goods, exchanges, &c., have
been selected from those constantly in use
among the foreign merchants in China.
Those for calculating the prices of tea in
dollar or pence have been copied from the
more extended tables, by the kind permission
of the author, P. Loureiro, Esq. The
rest of the same chapter on 'Move-
ments in Bullion,' has been prepared and
furnished for the Guide by Patrick R.
Harper, Esq., of the Commercial Bank of
India at Hongkong, who has had much ex-
perience in the exchanges and movements
of the precious metals in Eastern Asia.

The Appendix of Sailing Directions has
been reprinted from the "China Pilot,"
with shore intercourses, the coasts from
Singapore to Hakodadi are all described in
it; and for the Chinese coast, the Direc-
tions have been improved by the insertion
of the Chinese characters for the names of
all places that could be ascertained."

Orders may be sent through any of the
China Mail Agents, or direct to

CHARLES A. SAINT,
(Late A. Shorred & Co.,
China Mail Office, Jan. 9, 1868.)

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司公險保爐布啟味亞
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或亥頤新加銀其駕車之
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支交打可輪保刺爹
月持此吉望在船單照保
日聲明買中照保布公

冷夜技
投色洋司在六於未
現洋貨在下日唐士
銀布什倉環十二刺
交易包水有渣二刺
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Miscellaneous.

WASHING BOOKS
in English and Chinese.
WASHERMAN'S BOOKS, for the use
of Ladies, and Gentlemen, are now
ready at this Office—Price, \$1 each.
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the Principal House Flags,
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PRINTED IN COLORS.
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ASSOCIATION.
On sale by CHARLES A. SAINT,
Gaming Drill Cards.
(COLORED.)
PRICE 50 cents.

VESSELS LOADING.

Destination.	Vessel's Name.	Flag & Rig.	Consignee.
CHINA & JAPAN PORTS.			
NINGPO	Mobil	N.G. bk	Bourjau, Hubener & Co
Do.	Batavia*	N.G. bk	Wm. Pustau & Co
TIENTSIN	Johanna*	N.G. bk	E. Schellhass & Co
YOKOHAMA	Thales	Br. str.	Camajee & Co
OTHER PORTS.			
NEW YORK	Glendoveor*	Br. bk	Russell & Co
Do.	Magnet	Br. sh.	Olyphant & Co
SAN FRANCISCO	Golden Horn	Br. sh.	Russell & Co
Do.	Albatross	N.G. bk	A. Heard & Co
Do.	Phœnix	Am. bk	Olyphant & Co
Do.	Douglas	Br. sh.	Boaman & Co
MELBOURNE & SYDNEY	Zephyr	Du. bk	Russell & Co
Do.	Lyttleton	Br. sh.	Olyphant & Co
BOMBAY, &c.—(Mails)	Travancor	P. & O. Co.	12th
CALCUTTA, &c.	C. Apar	Br. str.	Gibb, Livingston & Co
Do.	American	Br. str.	Jardine, Matheson & Co
BANGKOK	Whitehall	Br. sh.	Holiday, Wise & Co
SAIGON	O. Empress	Br. sh.	Gruau & Co
SUMINAM	Omnia	Br. sh.	John Burd & Co
Do.	Varitas	Br. sh.	Turner & Co
HAVANA	Vistula	Ru. sh.	Landstein & Co

*At Whampoa.

+At Canton.

MEN-OF-WAR IN HONGKONG HARBOUR.

Name.	Flag.	Rig.	Guns.	Tons.	Captain.
Adventure					
Adventure	British	steamer	2 1794	Hy. J. Raby, F. C. Capt.	
Algerine	British	gun-boat	3 290	H. R. C. Gray, R. N., Lieut.	
Aroostook	U. States	gun-boat	— 607	— Bradford	
Bonneur	British	gun-boat	3 230	Rodney Lloyd, Lt. C.	
Drake	British	gun-boat	3 230	In ordinary.	
Flamer	British	naval hospital	— 230	Attached to Melville	
Grasshopper	British	gun-boat	3 230	In ordinary.	
Hardy	British	gun-boat	3 230	In ordinary.	
Leven	British	gun-vessel	3 300	Orford S. Cameron Lt. Cmnr.	
Mesaneo	British	Military Hospital	— 2591	Hospital ship	
Melville	British	naval hospital	— 500	Geo. B. Hill, D. L. G.	
Princess Charlotte	British	receiving ship	14 2443	Commodore Oliver J. Jones	
Piscesatqua	U. States	steam-sloop	— 3177	A. Ammen	
Salamis	British	steamer	— 840	M. Miller	
Sylvia	British	steamer	— 500	—	
Unadilla	U. States	gun-boat	5 530	A. Yates, Lieut. Comr.	

CHINESE GUN-VESSELS IN CANTON WATERS.

Name.	Flag.	Rig.	Guns.	Tons.	Captain.
An-ian					
Chen-to	Chinese	gun-vessel	7 221	Godall	
Ching-taung	Chinese	gun-vessel	7 221	Edward	
Chin-hai	Chinese	gun-boat	4 222	Bessard	
Fei-long	Chinese	gun-boat	6 223	Deine	
Spy	Chinese	gun-boat	5 224	François	
Sui-tsing	Chinese	Customs' Lorcha	5 180	Poiner	
Tien-po	Chinese	gun-boat	6 225	Stewart	

*Repairing at Hongkong.

RIVER STEAMERS.

Vessel	Flag.	Tons.	Captain.	Owners or Agents.
Dragon				
Fame, (110 h. power)	British	117	Stephenson	P. & O. S. N. Co.
Fire Dart	Do.	280	U. C. & M. Steam-boat C. pany	H. & W. Dock Company's Tug
Kin Shan	Do.	456	Benning	H. C. & M. Steam-boat Co.
Kiu Kiang*	Do.	617	Do.	H. C. & M. Steam-boat Co.
Little Orphan	Do.	69	Do.	Acheong
Poyang	Do.	46	Benning	Union Dock Company's Tug.
Prince Albert	Do.	379	Cary	H. C. & M. Steam-boat C. pany
Sir J. Jejeebhoy	Do.	180	Do.	O. Acheong
Spark	Amer.	140	Wilson	Thomas Hunt & Co
Spec.	Do.	101	Graves	Thomas Hunt & Co
White Cloud	British	280	Carroll	H. C. and M. Steam-boat C. pany

*Repairing at Hongkong.

RECEIVING SHIPS & HULKS.

Name.	Flag.	Rig.	Tons.	Captain.	Owners.

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